

The China Mail.

Established February, 1845.

VOL. XXXVIII. No. 5989.

號七廿月九年二十八百八千一英

HONGKONG, WEDNESDAY, SEPTEMBER 27, 1882.

日六十月八年午壬

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—P. ARAB, 11 & 12, Clement's Lane, Lombard Street, E.C. 4. GEORGE BAKER & Co., 30, Cornhill, London, E.C. 4. HENRY & Co., 37, Watling Street, London, E.C. 4. SAMUEL DEACON & Co., 150 & 151, Leadenhall Street.

PARIS AND EUROPE:—GALVIN & PRINCE, 36, Rue Lafayette, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO:—ANDERSON & PORTER, generally, "Black & Black," American Fork, Cal.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., Square, Singapore. C. HEINZ & Co., Malacca.

CHINA:—Macao, Messrs A. de Mello & Co., Suva, CAMPBELL & Co., Amoy, WILSON, NICHOLSON & Co., Foochow, HENDON & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WATSON, Yokohama, LANE, CRAWFORD & Co.

Banks.

ORIENTAL BANK CORPORATION.
(Incorporated by Royal Charter.)

Paid-up Capital: £1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 months' notice 3% per annum.
" 6 " " 4 " " " "
" 12 " " 5 " " " "
Current Accounts kept on Terms which may be learnt on application.
—Hongkong, June 1, 1882.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital: £5,000,000 Dollars.
Reserve Fund: £2,500,000 Dollars.

COURT OF DIRECTORS.
Chairman:—H. L. DALEY, Esq.
Deputy Chairman:—W. M. REYNOLDS, Esq.
H. HOPKINS, Esq.
H. F. B. JOHNSON, Esq.
A. F. MOORE, Esq.
F. D. SASSON, Esq.

CHIEF MANAGER.
Hongkong:—THOMAS JACKSON, Esq.
Shanghai:—EVEN CAMERON, Esq.
London Bankers:—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " " 4 " " " "
" 12 " " 5 " " " "

LOCAL BUS DISCOUNTS.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, August 19, 1882.

Notices of Firms.

NOTICE.

THE "GEE CHEONG" COMPANY.
NOTICE is hereby given, that J. JOAQUIM BARRERA LIM JAP, CHOW LAM SHAN, LEE CHOW TUNG, LOU HON LAM, and CHOW KONG TUNG, are PARTNERS in the "GEE CHEONG" COMPANY and Trading as MERCHANTS, at No. 60 BATHMAN STREET.
JOAQUIM BARRERA LIM JAP,
CHOW LAM SHAN, CHOW KONG TUNG, and LOU HON LAM, are Assistant Managers of the Company.

Intimations.

NOTICE TO SHAREHOLDERS.

CANTON INSURANCE OFFICE (1881), IN LIQUIDATION.

THE Liquidators having decided to pay a Third Dividend of \$500 per Share (being 10% of Capital and Reserve Fund), SHAREHOLDERS are hereby notified that the said Sum will be paid them on their handing their SCROP CERTIFICATES to the Undersecretary for Endorsement.
(Signed) F. BULKELEY JOHNSON,
E. F. ALFORD,
Liquidators.
CANTON INSURANCE OFFICE, 1881.
Hongkong, September 18, 1882.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of Business Contributed during the Half Year ended 30th June, 1882, on or before 30th September, on which date the Accounts will be closed.
By Order of the Board of Directors,
R. COOKE,
Acting Secretary.
Hongkong, August 25, 1882.

Intimations.

NOTICE.

FROM this date, the following REDUCTION will be made on our Rates of COMMISSION for SALES by PUBLIC AUCTION, viz.:—
On Sales of Real Estate, \$1.00 per mil or under.
On Sales of Opium, Piece Goods, and Valuable Merchandise, at... \$1.00 per cent. or under.
On Sales of Ships, at... \$1.00 per cent. or under.
On Sales of Household Furniture and General Goods, at... \$2.50 per cent. or under.
On Sales Under Distraint for Rent Including Appraisals, at... \$2.50 per cent. or under.
E. C. DA SILVA & Co., Auctioneers.
Hongkong, September 26, 1882.

WANTED—A EUROPEAN SHIPPING CLERK, who has had some Experience with Steamers.
Apply by Letter only to "Y. L." Office of this Paper.
Hongkong, September 22, 1882.

WANTED—For Two GENTLEMEN, TIFIN and DINER in a Family—Address c/o "L. T.", China Mail.
Hongkong, September 23, 1882.

WANTED.

A DICTIONARY OF THE MALAY LANGUAGE. Apply to the Office of this Paper.
Hongkong, September 23, 1882.

PRIVATE BOARDING HOUSE.
MRS. GRAHAM is prepared to receive Two or Three BOARDERS—House, No. 13, Shelley Street (between Mosque Junction and Caine Road level).
Hongkong, September 9, 1882.

TAKASIMA COLLIERY.
THE Undersigned has been appointed AGENT for the SALE of the above COALS at Hongkong, from and after this date.
H. J. H. TRIPP,
Mitsui Bishi Mail S. S. Co.
Hongkong, April 26, 1882.

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER, 22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LEEB BUOYS, COCK JACKETS, &c., &c., &c.
—Hongkong, May 1, 1882.

THE UNION INSURANCE SOCIETY OF CANTON.
NOTICE is hereby given that an Extraordinary General Meeting of the Union Insurance Society of CANTON will be held at the Society's Head Office, Hongkong, on TUESDAY, the 3rd day of October, 1882, at 4 o'clock in the Afternoon, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Society held on Monday, the 18th day of September, 1882, will be submitted for Confirmation as a Special Resolution.
RESOLUTION.
That this Society, now registered under the Companies Ordinance No. 1 of 1865 as an Unlimited Company, be registered under the Companies Ordinance 1865 to 1881 as a Company Limited by Shares.
By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, dated the 18th day of September, 1882.

"SULPHOLINE LOTION"—An External Means of Curing SKIN DISEASES. There is scarcely any eruption but will yield to "Sulpholine" in a few days, and commence to fade away, even if it seems past cure. Ordinary pimples, redness, blotches, scurf, roughness, vanity as if by magic; whilst old, enduring skin disorders, that have plagued the sufferers for years, however deeply rooted they may be, "Sulpholine" will successfully attack them. It destroys the animalcules which cause these unsightly, irritable, painful affections, and always produces a clear, healthy, natural condition of the skin. "Sulpholine" Lotion is sold by most Chemists. Bottles, 2s. 6d.

LIVER COMPLAINTS.—DR. KID'S DANDELION & QUININE LIVER PILLS (without Mercury). THE BEST REMEDY FOR BILIOUSNESS, STOMACH DERANGEMENT, FLATULENCE, PAIN BETWEEN THE SHOULDERS, BAD APPETITE, INDIGESTION, ACIDITY, HEADACHE, HEARTBURN, and all other symptoms of disordered liver and dyspepsia. Acknowledged by many eminent surgeons to be the safest and mildest pills for every constitution.
In Boxes at 1s. 1d., 2s. 6d., and 4s. 6d. Sold by Chemists and Medicine Vendors throughout the world.
Prepared by J. M. BARKER, London.
Specially valuable Pills for residents abroad and travellers.

TARAXACUM & PODOPHYLLIN.
Prepared only by J. Pepper, London. This Fluid combination, extracted from medicinal roots, is now used instead of blue pill and calomel for the cure of dyspepsia, biliousness, and all symptoms of congestion of the liver, which are generally pain beneath the shoulder, headache, drowsiness, no appetite, turned tongue, disagreeable taste in the morning, sickness, distension of the stomach, and feeling of general depression. It acts on the bowels, gives motion, very slightly acts on the bowels, giving a sense of health and comfort within 24 hours. It is the safest medicine. Taraxacum and Podophyllin is a fluid made only by J. PEPPER, Bedford Laboratory, London, whose name is on every label. Bottles, 2s. 6d. and 4s. 6d. Sold by all Chemists. Most valuable and essential medicine for India, Australia, the Cape, and Colonies generally.
11c37 3y 1w2 11c35

For Sale.

LANE, CRAWFORD & Co. HAVE FOR SALE.

THE following CONSIGNMENT OF CHOICE WINES from MESSRS. OUTLER, PALMER & Co.

SHERRY—VINO DE PASTO, Pale and Very Dry, 8.850.
YELLOW OAKUM, Pale and Medium Dry, 8.750.
SOLERA, Very Choice, Soft, Pale and Dry, 11.60.
CLARET—CHATELAIN, 6.60.
CHATELAIN LAROSE, Pils, 2 dozen Cases, 11.00.
CHATELAIN LAROSE, Pils, 10.75.
CHATELAIN LAROSE, Pils, 13.00.
PORT—RED CAPULE, an Excellent Wine, 7.50.
BLACK CAPULE, Soft and Mature, 9.50.
GOLD CAPULE, an Invalid's Wine, 11.00.
BURGUNDY—MIGNON, 8.50.
CHAMBERLIN, 16.00.
ROCK—LAURENBERGER, 8.00.
RUDESHIMER, 12.00.
CHAMPAGNE—WACHTER'S ROYAL CHATELAIN, selected in Competitive Examination for use of H.R.H. The Prince of Wales, 22.00.
WHITE SEAL, Very Choice and Dry, 19.50.
WHITE SEAL, Very Choice and Dry, 2 dozen Pils, 20.50.
BRANDY—3 SEAS, 12.00.
WHISKY—THIS (GLENFORTH), as supplied to the Carlton Club, London, 11 years old, 14.00.
Hongkong, September 23, 1882.

CARLTON

WHISKY.

ELEVEN YEARS OLD

CARLTON

WHISKY

FIVE YEARS OLD

CARLTON

WHISKY

FIVE YEARS OLD

CARLTON

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FIVE YEARS OLD

CARLTON

WHISKY

CARLTON WHISKY.

THESE GRAND OLD SCOTCH WHISKIES are shipped only by RICHARD MATTHEWS and COMPANY, of London and Liverpool, who are sole possessors of the Brand "CARLTON." They are distilled from the finest Highland Malt only, and in every respect equal to the best Cognac Brandy, and guaranteed to be entirely free from Fust Oil or other noxious impurities.
The following Letter has been received from the Secretary of the "CARLTON" CLUB:
Messrs. R. MATTHEWS & COMPANY.
GENTLEMEN.—In reply to your inquiry as to whether the Whisky you are supplying to this Club is approved by the Members, the best answer I can give is that the consumption of this Whisky in the Club has GREATLY INCREASED since it has been supplied by your firm. There can be no doubt whatever about the Whisky being MOST EXCELLENT. It is Old and Soft, and I may safely say that it is much approved by the Members.
Yours obediently,
W. GILMAN, Secretary.

CAUTION.—It has come to the knowledge of the Shippers of the "CARLTON" WHISKY, that the supply Bottles have been dishonestly refilled with the poisonous treat, very often sold in China under the name of Whisky, this is therefore to caution consumers to carefully examine the Corks and Capsules to see they have not been tampered with; also that the Corks, Capsules, and Labels are branded with their Trade Mark.
FOR PRICES AND TERMS APPLY TO OUTLER, PALMER & Co., AGENTS FOR CHINA.
SHIPPERS: RICHARD MATTHEWS & Co., "CARLTON" WHISKY MERCHANTS, LONDON.
25c382 521 1w 6

Intimations.

HONGKONG CRICKET CLUB.
THE GROUND will be Open for Practice and Lawn Tennis on MONDAY, 2nd October.

GENTLEMEN desiring to join the Club are requested to send their Names, together with those of their Proposer and Second, to the Hon. Sec., addressed to the Hongkong Cricket Club.
THE OPENING MATCH, "11 a 22" will be played on FRIDAY and SATURDAY, 6th and 7th October. Members wishing to play will please sign their Names in the "Match Book" that will be placed in the Pavilion on 2nd October.
W. DE ST. CROIX,
Hon. Secretary.
Hongkong, September 25, 1882.

NOTICE.
THE Undersigned will NOT be RESPONSIBLE for DEBTS contracted by his Wife CERINA M. SANCHEZ.
J. M. SANCHEZ.

NOTICE.
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

BY Order of the Board of Directors, the SHAREHOLDERS in the above Company are hereby notified that under Section 20 of the Articles of Association, a further Call of THIRTY SHILLINGS per SHARE has been made, and will be due on the 2nd October.
Shareholders are therefore requested to make the said Payment at 3 3/4 per Dollar Exchange (\$7.00 per Share) to the credit of the Company's Account with the HONGKONG and SHANGHAI BANKING CORPORATION on or before the above-named date.
Any Calls not paid by the 2nd October, are by Section 22 of the Articles of Association liable to a charge at the Rate of 10 per cent. per annum from the due date until that of Payment.
JARDINE, MATHESON & Co., General Managers.
Hongkong, August 26, 1882.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE BOOKS for REGISTRATION of Transfer of SHARES in the above Company will be CLOSED here from the 21st Instant until 2nd Proximo, both days inclusive.
JARDINE, MATHESON & Co., General Managers.
Hongkong, September 5, 1882.

HONGKONG WIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions from the 11th day of May, 1881, (when the system of Contributory Bonus recommenced), to the 31st day of December, 1881, in Order that the DISTRIBUTION of the PORTION of PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to November 30th next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.
(Sd.) JARDINE, MATHESON & Co., General Managers.
Hongkong, September 14, 1882.

Intimations.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premiums from the 11th day of May to the 31st day of December, 1881, in Order that the PROPORTION of PROFITS for that Year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.
By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, September 22, 1882.

NOTICE.
THE Undersigned are prepared to accept Risks on First Class Goods at 1 per cent. net premium per annum.
NORTON & Co., Agents.
Hongkong, May 19, 1881.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George the First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either here, in London or at the principal Ports of India, China and Australia.
Fire Department.
Policies issued for long or short periods at current rates.
Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.
HOLLIDAY, WIEB & Co.
Hongkong, July 25, 1872.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship "Devotion," Captain PRIOR, will be despatched on or about the 30th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, September 18, 1882.

UNION LINE.

FOR YOKOHAMA.

The Steamship "Edinburgh," Captain JONES, due on or about 22nd Inst., will have immediate despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co.
Hongkong, September 23, 1882.

FOR SYDNEY AND MELBOURNE, VIA FOCHOV.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargoes to NEW ZEALAND, NEW CALEDONIA, FIJI and TASMANIA.)
The Eastern and Australian Steamship Co.'s Steamship "Maurice," Captain ELLIS, will be despatched as above on or about MONDAY, the 10th October. Passengers cannot be received after SATURDAY, Noon, the 14th October, at our Office.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, September 25, 1882.

FOR NEW YORK.

The 3/3 L.L.I. American Ship "Sea Witch," Captain DREW, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, August 18, 1882.

Auctions.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on

SATURDAY, the 30th September, 1882, at 3 p.m., on the Premises,—

ALL THAT PIECE OR PARCEL OF GROUND,

Registered in the Land Office as INLAND LOT No. 222A, measuring on the North and South sides 35 feet, on the East and West sides 88 feet, or 3,080 square feet. Yearly Crown Rent, £8.7.7, for 99 years from 5th December, 1864. Together with the 6 HOUSES Nos. 121, 123, 125, 127, 129, and 131, HOLLYWOOD ROAD.

For Particulars and Conditions of Sale, apply to

J. M. QUEDES, Auctioneer.
Hongkong, September 25, 1882.

Insurance.

LONDON AND PROVINCIAL FIRE INSURANCE COMPANY, LIMITED.

Subscribed Capital—One Million Sterling.

THE Undersigned, having been appointed Agents in Hongkong and Canton for the above Company, are prepared to issue Policies covering FIRE RISKS at Current Rates.

LADAMSON, BELL & Co., Agents.
Hongkong, July 20, 1882.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882.

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL, £2,000,000. PAID-UP, £200,000. PAID-UP RESERVE FUND, £200,000.

THE Undersigned having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.
Hongkong, January 1, 1862.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods at 1 per cent. net premium per annum.

NORTON & Co., Agents.
Hongkong, May 19, 1881.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George the First, A.D. 1720.

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Fire Department.
Policies issued for long or short periods at current rates.
Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.
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Hongkong, July 25, 1872.

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Hongkong, August 18, 1882.

Shipping.

Steamers.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "Anadyr," Captain MATEU, will be despatched for SHANGHAI TO-MORROW, the 28th Instant, at 8 a.m.

G. DE CHAMPEAUX, Agent.
Hongkong, September 27, 1882.

FOR SINGAPORE, MAURITIUS, PORT ELIZABETH AND CAPE TOWN.

MEMOS. FOR TO-MORROW.

8 a.m.—*Andur* leaves for Shanghai.
 Noon.—*Yungtze* leaves for Shanghai.
 Noon.—*Occidental* & *Oriental* S. S. Co.
Steamer Arabic leaves for Yokohama
 and San Francisco.

*** General Memoranda.**

FRIDAY, September 29.—
 Noon.—*Douglas* leaves for Copat Ports.
 4 p.m.—*Atsuy* leaves for Taiwanfo.
 4 p.m.—*English Mail* leaves for Por-
 of Call and Europe.
 4 p.m.—*Mitsui Bishi* Mail leaves for
 Nagasaki, &c.

Goods per *Amazona* undelivered at Noon subject to rent and landing charges.
3 p.m.—*Anjer Head* leaves for Sing

3 p.m.—Auction of Piece or Parcel
Ground with Houses, Hollywood Road.
Clifton leaves for Hiege on or about this
date.

MONDAY, October 2 :—

2 p.m.—Auction of Household Furniture
&c., at the first floor of the premises
Mr G. R. Lammert.

4 p.m.—Geelong leaves for Bombay.
Killarney leaves for Australian Ports via
Roochoo on or about this date.

9 p.m.—Meeting of Victoria Lodge.

TUESDAY, October 3 :—

Goods for Anadry undelivered after
Noon subject to rent and landing
charges.

4 p.m.—Meeting of The Union Insurance Society of Canton at Company's office Hongkong.

SATURDAY, October 7 :—
Noon.—Occidental & Oriental S. S. Co. Steamer *Oceanic* leaves for Yokohama and San Francisco.

MONDAY, October 16 :—

Friday, October 22 —
6 p.m.—Meeting of Zetland Lodge.

HONGKONG DISPENSARY
Established A.D. 1841.
香港大藥房
A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS
WHOLESALE AND RETAIL DRUGGISTS,

OF
DRUGGISTS' SONDRIES, NURSERY REQ
SITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT
MEDICINES.

OF
Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparilla
Water, and other Aerted Waters.

continuous European Supervision.
Hongkong, June 1, 1876.

PASSENGERS arriving in Hongkong, or at other persons who may desire to consult the files of local, China, Japanese, American, English, Indian or Australian.

lian newspapers, are invited to call at the "CHINA MAIL" Office, where over sixty newspapers, dailies and weeklies from these countries, are now filed.

BIRTHS.
At Shanghai, on the 8th of September,
the Wife of G. KRITZ, of a Son.
At Shanghai, on the 16th Inst., the wife

of R. M. SENNA, of a Son.

DEATHS.

At Shanghai, on the 23rd Inst., after short illness, J. T. KEISER PAGE, of the Hongkong and Shanghai Bank, aged years.

The publication of this issue commences at 7.05 p.m.

HONGKONG, WEDNESDAY, SEPTEMBER 27, 188

CHANG Chih-tung, the present Governor of Shensi, appears to be one of the most rising men in the Empire. Twice he has been prominently before the public; first in 1876, when,

Literary Chancellor of Szechuan, he addressed a Memorial to the Throne denouncing foreigners and foreign doctrines in unmeasured terms, and urging the Government to proceed without

document which had the effect of creating the most serious anti-Christian riot in that province, involving the loss of many innocent lives,—and again when he denounced Chung-ho and the T'ang

of Livadia and advocated war to the knife against Russia. At the time the Russian difficulty he held a sinecure post at the capital of no great importance which did not bring him disad-

into the political arena; but the bold and patriotic attitude which he took up and for which his privilege of memorializing the Emperor enabled him to command attention, at once put him

into the front rank, and his elevation soon after to the post of Governor a rapid leap though it was, took nobody by surprise. He is a distinguished scholar, having gained the degree of

Can Am. (or third wrangler) at the final examinations in 1863; he has unbanded energy and capacity for work and for good or for evil; he is destined. If he lives to become a power in his

country. Ten years hence he will probably be the one man with whom we shall have to deal. He is evidently an ardent lover of his country and his patriotism has so far led him to oppose

everything foreign, especially in doctrinal matters, but it is not improbable that his experience of the benevolence of foreigners and foreign missionaries in the relief of the Shansi famine may lead to a more liberal attitude.

100-443887-100

Province. Originally it had been a demand for personal services for government purposes which is perfectly legal, but latterly it had taken the form of a squeeze of say 100 cash a month for every tael or 1,000 cash from a traveling merchant for his cart. Smuggling charges were demanded by the followers of certain Yamen, and the refusal to pay was followed by impounding their articles themselves, on the plea that they were wanted for official use. It would be difficult to conceive a system more galling to the subject, or more likely to check the development of trade. This, and the efforts of the Governor to put a stop to it have naturally met with unbounded approval. His object is to establish Bureaux for the administration

more than their share, while this wealthy and powerful escape scot free and force their quota on the shoulders of other people." It is to be feared that this is an evil which is by no means confined to Shensi. Many other provinces are in the same plight, and as the confusion is getting worse instead of better, it will soon require a drastic measure to put matters to right. At first nothing would appear easier than to keep a correct account of the land, and to collect it equitably. Land is a thing that cannot either be concealed or made away with. But the Chinese Government, with a perversity which is difficult to explain, instead of looking

constant, looks to the people who are always changing. When the land was finally settled in its present form, the then existing tax-payers were divided into groups of ten, twenty, thirty or more families, as the case might be, called *chia*, each family being registered as liable for so much, but the *chia* as a whole being liable for the total. At the same time it was decreed that any changes by sale should be reported to the government, and that the *chia* should change on the register, and had this rule been adhered to, no great difficulty would have ensued. As a matter of fact, however, this was constantly neglected. A fee of 8 per cent was levied, besides occasional squeezes, and as soon as it was found that the Yamen stamp was not necessary to give a value

due, people naturally inclined to make a trouble and cost which could be avoided. It thus happened that land changed hands constantly without the Government being cognizant of the fact and without the new owner being put on the register of tax-payers. For instance, an original owner of 100 mow might, in consideration of enhanced price, sell it free of taxes; that is, he makes himself remaining 60 chargeable with the whole taxes originally due on the 100; the 40 mow sold heretofore paying no taxes at all. Or he might sell 60 and pay it there in the deed of transfer, thereby paying a reduced transfer fee, and the Yamen people looking only to the men and not troubling themselves about the land.

possessed of 10 mu, but paying a land tax only of 10 mu and another possessed of 50 but paying land tax on 90. It is not easy to see to what inextricable confusion this would lead in the course of centuries, and to which it unquestionably has led in many parts of China, and there is reason to believe that the great deficiency in the yield of the land tax, of which there have been so many complaints of late years in the Peking Gazette, is due in a great measure to partial or total evasions which are thereby effected. At any rate Shansi is, according to the Governor's account, in this condition of confusion, and, as he says, nothing but a re-assessment and re-adjustment of the whole province will suffice. And he takes the sensible view of proposing to ease this re-assessment of

in whatever hands it may be found. As a preliminary measure he applies first to the Imperial Authority to remit all fees and penalties due on unregistered deeds in times past, and having got that he proposes to invite all landowners to send in their deeds for examination, after which he will proceed to measure and adjust the taxation, taking care that no absolute increase is to be made. We may make the liberty of doubting whether this evil, by which of course there are many who gain and who will naturally be opposed to the change, can be cured by such simple means as these; at all events, it is a step in the right direction, and the impetus once given, it may lead to something more thorough by and by.

THE Chinese are surprised at the low rate of interest of the Municipal debentures. The native papers have written on the subject, and they very naturally make allusion to the high rate of interest charged by foreign bankers on the Chinese Government loans. The *Shenao* expresses the hope that should the Chinese Government require more money, foreign bankers will be a little more reasonable as to the rate of

interest charged.—*Courier.*

REUTERS' TELEGRAMS.

(Supplied to this "CHINA MAIL.")
(Per E. A. & C. Telegraph Co.'s Line.)ARRIVAL OF THE KENNEDY AT CAIRO.
London, 26th September, 1882.
The Khedive, escorted by British Cavalry, has arrived at Cairo.BRITISH POLICY IN EGYPT.
London, 26th September, 1882.
The declaration of the British policy in Egypt is anxiously awaited abroad.

LOCAL AND GENERAL.

The next AMERICAN MAIL per the O. & O. Coy's steamer *Oceanic*, may be expected to arrive here tomorrow the 28th instant.
The next ENGLISH MAIL per the P. & O. Coy's steamer *Kaifeng*, may be expected to arrive here on Saturday morning, 30th instant. She brings London dates to the 25th August.

The band of the Buffs again gave a most enjoyable performance in the Public Gardens yesterday evening. The evening being exceptionally fine, all classes of the community were present in strong force.

The Agents (Messrs Butterfield & Swire) inform us that the O. S. S. Co.'s steamer *Jaish*, from Liverpool, is to leave Singapore tomorrow afternoon for Hongkong and Shanghai. She is due here on the 4th October.

We remind our readers that the English mail leaves at half past three on Friday afternoon, after which it will be despatched on Tuesdays. The next French mail will be despatched at 11.30 a.m. on Thursday, the 5th October, after which it will also leave here on Tuesdays.

The following appears in the *Bombay Times* of the 29th Aug.:—"It is reported at Amritsar that there is a complete stagnation in the green tea trade with Central Asia; in fact, the merchants will not buy on any terms. The reason they give is that the markets of Central Asia are shut against our trade by the Russian Authorities."

[It is on the good disposition of the unfriendly power of Russia that North China and Japan mostly depend for telegraphy to and from Europe.—E. C. M.]

A CORRESPONDENT writes with reference to the comet:—"The comet was observed at 4.30 o'clock on the morning of the 24th instant by Captain Duncan of the steamship *Atoll*, when in lat. 30° N., long. 111° E., bearing E. & N., about 10° above the horizon. He estimated the length of the tail at about 8°. The comet as seen appeared greater in size than the evening star does at present but daller. The brilliancy of the tail is greater than that of the nucleus, as the nucleus disappeared on daylight approaching, while the tail remained visible until the sun had risen above the horizon."

There has just been published by Mr. J. V. Kynah, Deputy Registrar of the Supreme Court in the Straits Settlements, a most useful work entitled an "Index to the Laws of the Straits Settlements." Something of this sort will be required to give a glimpse to the work of the Commission now engaged in the codification of the Hongkong Ordinances. The Index up to 1870 arranged by Mr. Lister was very useful of course, but from then till now nothing has been done in this way. We would commend this work to the attention of those now engaged in evolving order out of the present chaotic state of things.

The charge of stealing silk preferred against eleven Chinese by the Messageries Maritimes Company, was further investigated before Mr. Wodehouse to-day, when Mr. Wodehouse appeared for the prosecution, Sergeant Wong Aye gave evidence somewhat similar to that of Inspector Quincey; the Company's godown keeper identified some of the prisoners as being in the Company's employ; and Mr. Tavaras corroborated the evidence of Inspector Quincey and Sergeant Wong Aye, and stated that the quantity of silk seized by the Police weighed 60 lbs., and that it was worth \$5 a lb., which would make the value of the goods alleged to have been stolen \$300. Mr. Tavaras also pointed out the first and eighth defendants as being the head coolies of the lighter on board of which the silk was found. The case was further adjourned until Tuesday next. Some idea of the enormous extent of the swindling which has been carried on at Singapore may be formed from the fact that silk to the value of \$1,500 was abstracted from the boats carried home by one of the Company's steamers lately.

Yesterday (16th), about noon, a collision took place alongside the Borneo Co.'s wharf, when the French transport *Tonghin* was leaving the port. Owing to the force of wind and tide, the transport struck the C. M. S. N. Co.'s steamer *Kaifeng* (Capt. Schulte) on the port quarter, carrying away the port main rigging, smashing two boats, breaking a portion of the rail, and doing sundry other damage and sinking or crushing a number of cargo boats. The damage was understood to amount to several thousands of dollars. The Pilot in charge of the steamer was not in any way to blame. The *Kaifeng* at the time the accident took place, was moving alongside the wharf, and was discharging cargo. It is feared that owing to the accident she will be detained awaiting the necessary repairs. The *Tonghin* was not injured, and she proceeded on her voyage to Singapore.The *Liverpool Journal of Commerce* of the 1st August says that perhaps the heaviest losses which have for some time fallen upon the underwriters of the United Kingdom were reported yesterday—those of the steamers *Fleur de Caste* and *Moskwa*. Both vessels were homeward bound from China with full cargoes of new teas, and were wrecked on the north-east coast of Africa—the *Fleur de Caste* close to Cape Guardafui, and the *Moskwa* a little further south of the same place. The *Fleur de Caste* was one of the Messrs T. Skinner & Co.'s line of steamers, was 247 tons—235 horse-power; built in 1874 by J. & G. Thomson, the well-known Clyde builders; and was classed 100 A1 at Lloyd's. The *Moskwa* was a very fine steamer of 500 tons, formerly named the *Hammond*. She was recently bought by the Russian Steam Navigation Company, and added to their large fleet trading to China. The value of the *Fleur de Caste* might easily be put down at £20,000, that of the *Moskwa* at £100,000, and while the value of the cargoes is more a matter of conjecture, it may be taken that the total loss which falls on the underwriters through the two wrecks in question will exceed a quarter of a million sterling. The bulk of this falls at Lloyd's.

Society thus writes about the Chinese deputation which waited on Sir John Pope Hennessy in London lately:—"Those who know something about the matter are wondering why the Chinese men who recently presented Sir John Pope Hennessy with an address, and what connection, family or business, the Chinese residents in London have with Hongkong, where Sir John Pope Hennessy is Governor. The Embassy is connected with Peking; the Mercantile Company in the City with the tea centres of China; and who composed the rest of the colony? If Hongkong papers are to be believed, the Chinese, since Sir John Pope Hennessy gave them his blessing, have not prospered. At present, by their own confessions, their finances are at a deplorably low ebb. Wherefore, then, did this assembly of Chinese meet to congratulate Sir John on his policy? One thinks of Mr. Digby Grant, who in the company of 'The Tea House', already headed the subscription list for the testimonial which was being got up in his honor."

The following report of a divorce suit which may interest Hongkongites appears in *Notes* papers:—"This was a divorce suit in which Charles Clement Webster applied for the dissolution of his marriage with Catherine Florence B. Webster on the ground of her adultery with Francis Sidmouth Deacon. Mr. Sidmouth, Q.C., and Mr. M. Crea appeared for the petitioner; Mr. Maloney for the respondent. It appeared that Mr. Webster married the respondent, whose maiden name was Percy, in 1877, and they lived together till 1880, when he separated from her. Before the separation he had received information which made him seriously complain of his wife's conduct with men. He went to Australia in 1879, leaving his wife in her mother's house at the departure. It subsequently came to his knowledge that during his absence his wife and Deacon lived together as man and wife. Deacon, under the names of Mr. and Mrs. Webster. Evidence of this fact was given, and also that after the separation the co-respondent was in the habit of visiting the respondent at her lodgings in Maddox Street, and sometimes passing the night there. The President pronounced a decree nisi with costs."

The Queen has presented new colours to the 2nd Battalion of the Berks Regiment. The battalion, which is better known as the 60th Foot, held the British right at the battle of Malvern. In all 496 men and 10 officers went into action, of whom 10 officers and 279 men were killed, and two officers and 32 men wounded. The history of the old colours is thus described in General Eyre's despatch:—"Lieut. Colonel James Galbraith was seen on the nullah bank, leading on the knee with a colour in his hand, officers and men rallying round him, and on this spot his body was found. Here, too, fell Captain William Hamilton MacKail, a gallant soldier, and one who would, had his life been spared, have risen to distinction in Her Majesty's service. Close by Second-Lieut. Harry James Quinlan Barr was shot dead over one of the colours. Captain Robert Stephen Garrett and Francis James Challen were both killed on the field in front of the nullah, up to the last moment compelling their companies, and giving their orders with as much coolness as if on an ordinary regimental parade. Captain Walter Roberts was mortally wounded in the garden where the last stand was made; and here also fell Lieut. Maurice Edward Hayman. Lieut. Richard Trevor Quincey, Second-Lieut. Walter Rice Oliver, and Second-Lieut. Arthur Honeywood. The two last-named officers were seen holding up the colours, the pole of one of which was shattered to pieces, as rallying points, and Lieut. Honeywood was shot down while holding a colour high above his head. This gallant soldier shall we do to save this? Sergeant Major Alexander Curragh was shot dead outside the garden wall carrying a colour, and many other non-commissioned officers and men laid down their lives in the attempt to save the colours of their regiment on that day.—L. & O. E. press."

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THE STEAMER "GLENOGHIE."
Not so very long since we commented upon the manner in which the proprietors of Mr. MacGregor (of Messrs MacGregor, Gow & Co., London), that the cost of carrying steamers would be necessitated in the same proportion as freight increased, had been borne out by facts. We have also drawn attention to the improbability that magnificent vessels like the *Stirling Castle* could be run all the year round on the London and China line, and yet show satisfactory returns. In view of the statement, made to us upon this authority, that the capital required for constructing the new line of steamers, for the new China Ship, per Mutual S. N. Company has been subscribed, it will be interesting to glance at this question of steamship-carrying as it has been developed during the last few years. The action of the shipowners when the combination known as the Conference was evidently riddled in thebosoms of the London shippers, and if the new Company proceeds to active operation, a lively impetus will probably be given to the carrying trade, most of the advantage of which will, we fancy, be reaped by shippers and not by shipowners. To the Blue-funnel steamers belongs the credit of being the first to venture upon a big steamship-carrying enterprise to this part of the world; at that time, when the fleet sailing vessels in the world had to be competed with on the Cape route, economy was of more importance than speed. Since the opening of the Canal, Mr. Holt still seems to have turned out his energies towards demonstrating to a point the most economical form of steamship, and the *Stirling Castle* has been a very fine days run from London to China. Great speed has not been his ambition; while the *Castle* and *Glen* owners have devoted greater attention to the speedy as well as safe delivery of goods on the line between London and the Far East. With the ever-increasing annual runs, Home with Tea came the renewed desire to be first in point of time; and for several years the red-funnel *Glen* had it all their own way, until last year, when the fast and powerful *Stirling Castle* appeared on the scene and reduced the previous time records by a third. Both home and at Home the *Stirling* has evoked the admiration of all classes, and she has been freely spoken of as the fastest merchant steamer afloat; although, until she is tried against the Atlantic liners on their own route, it can hardly be said that she is the strongest and most powerful yet built. The latest boat built for the *Glen* line—the *Glen*—has an average of 10,000 tons, and was consequently completely out of the last *Tea Race*, is a vessel the like of which is seldom seen. She is certainly the largest carrying vessel that has ever been on the line, and for power she may be fairly set down as second to her *Castle* rival. While the *Stirling Castle* has an indicated horse-power of 8,000, and the *Glen* indicates only 6,000 horse, the *Glen* steamer carries 6,000 tons of measurement cargo—a capacity which is greater than the *Castle* steamer, owing to the much larger space occupied in the more powerful vessel by the inevitable boilers and bunkers. In the important test which is applied to such coal-consuming giants of running at a moderate speed upon a reduced consumption of coal, the *Glen* appears to have fully realised all anticipations. At her full speed it is stated she consumes 120 tons of coal per day (she has bunker capacity for 16,000 tons, or 13 days), with her boiler going, at her extreme speed is 16 knots; while she has accomplished an average speed of 13 knots upon a consumption of 37 tons per day. The extreme speed of the *Stirling Castle*, which may be put down at 19 knots under the most favourable circumstances, is obtained by the daily consumption of 160 tons of coal; but how for the speed and consumption can be modified, we are as yet unable to say with any degree of accuracy, although probably one-third of this consumption would drive her about 12 knots an hour. On the principle that, while 100 horse-power would drive a steamship ten knots an hour, it would require 1,000 horse-power to make her at the rate of twenty knots (all other conditions being in proportion), it will be seen that Mr. MacGregor's grounds and conditions for accelerated speed are not only reasonable but indispensable: the few last knots are always the most expensive, and apparently also the most indispensable, and the present position seems to be towards a falling-off in the inclination to pay for such acceleration, so far as Tea freights are concerned; but time will show. Last year the slowing of the three *Glen*s was positive proof that the desire for fast passages had declined; and the projected telegraph to Hankow may possibly militate against the high freight for the future. In face of these facts, it appears clear that the large capacity of the *Glen* is a decided advantage. The *Glen* took home this year 5200 tons of Tea and 185 tons of miscellaneous cargo; and when she left London a few weeks ago she carried 4022 tons of goods, and was loaded with 461 tons of coal. She has taken into London and brought back to the East the largest cargo that has been carried in one ship since the opening of the China trade. Her total weight is 4100 tons, and loaded to 20 feet draft, she represents a displacement of 8800 tons. She is 440 feet in length, with 45 feet beam, and is fitted with eight large and comfortable cabins in the poop; while every attention has been paid to other fittings and appliances. Captain Gulland states that the *Glen* is a splendid sea-boat, and that her engines work with surprising smoothness. She may be worth while to the *Glen* line, and a departure for a few hours against the *Castle* steamers *Orient* and *Carthage* in the Mediterranean, and that the *Glen* is a splendid sea-boat, and that her engines work with surprising smoothness. 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